steamer, and as the fog began to lift all the boats on the ship, were launched. Half an hour after the collision the misty curtain went up, giving a clear view for miles, and then it was that those on the Cromartyshire realized the fearful struggle for

On board the Bourgogne the collision had come so suddenly and at such a time in the morning that few besides her crew were on deck, but the shock roused nearly everyone and within a few minutes the decks were crowded. At first it seemed as if there was some attempt at discipline. A few of the boats were swung off and some of the passengers allowed to get into them But as the steamer began to settle and list to port, the officers lost control of the crew and a panic ensued. Passengers and crew fought for the boats and liferafts.

The strong battered down the weak, the women and children being pushed far away from any hope of rescue. Fists, oars and even knives were used by some of the demons to keep their places. The officers seemed to have been powerless over their own men and only four were saved. The fight for life on the decks of the steamer did not last long, for in a little more than half an hour she gave a long lurch to port and went down.

As the ship sank beneath the surface, the vortex of the waters sucked down everything on the surface within a certain radius. When the suction ceased, those still alive saw about 200 bodies come out of the water with a rush, as if the sea were giving up the dead after having swallowed the ship.

But the struggle for life still continue after the ship went down. Hundreds still floated about grasping for rafts, boats and wreckage in frantic endeavor to keep above water. Even then, many of those in the boats, if the stories told are to be believed, showed their brutality by bearing off those who attempted to climb appard

By this time the small boots of the Cromartyshire had come up and the work of rescue began. The crew of the ship worked heroically and saved everyone who had managed to keep above water, but even then scores tell away from boats, rafts and wreckage, exhausted and were drowned. It was all over in an hour, although for some time after great pieces of wreckage came shooting up from the bottom, marking the spot where the great liner had gone down. But sittle attempt was made to recover the bodies of any of the ill-fated passengers or crew, and the battered hulk at the bottom of the ocean will probably be their tomb.

In the afternoon the steamer Grecian was sighted coming from the westward, and a few hours afterwards the Cromartyshire was in tow and arrived here this

Mr. Lacasse, of Plainfield, N. J. is th only man of the saloon and cabin passengers who survives, while his wife is the only woman of 200, not only of the first saloon cardin, but of the whole ship, who escaped. Mrs. Lacaree was roused from her berth by her husband, who was on deck at the time of the collision. She threw about her the first articles of clothing she could secure and reached the deck of the listing steamship to find herself one of many frantic and half-dressed people who congregated about the boats.

She saw the captain of the steamer of the bridge and some of the officers at other points, endeavoring to direct the efforts of the crew to launch the boats. There was little response to the orders of the officers. The crew seemed paralyzed.

Matters were quiet and there was no panic at first. Golden moments were slipmore and more crowded with frightened

The steamer was listing and settling, and then a wild fear seized on the throng and

the people lost their reason.

Mrs. Lacasse was separated from her husband in the scramble and the steamer listed so badly she slid down the declivity of the deck and into the water. She had taken the precaution, at her husband's direction, to put on a life belt before leaving her stateroom and shortly after being thrown into the sea she was seized by the arm and drawn upon the life raft. Her savior was her husband. A moment later the ill fated steamer disappeared and a whirlpool encircled the spot where the noble craft had been. Everybody around the vortex was drawn into it. The water rushed around, faster and faster and the unfortunates disappeared with despairing

Mrs. Lacasse had been on the edge of the maelstrom, but something striking her threw her outside the whirlpool and the next she knew she was on the life raft.

A boat containing forty women was capsized and all went down in the whirlpool. There was not one man in this boat and it was left fast to the davits. Some of the women were trying to cut the ropes when the steamer careened and capsized the

Mrs. Lacasse says a moment after the steamer was engulfed, men, women and children rose on every side of the whirlpool and the sight of the faces and the arms and the sound of the shricks was so terrible that she will remember them to her dying day.

Matte O. Surich, a Norwegian, said it did pot appear to be anybody's duty to look after the launching of the boats. Those on the port side were not touched by the crew. People climbed into them, waiting for the boats to be launched, but in a short time the steamer listed so rapidly it was impossible to do so.

Surich declares that two of the life rafts upon which people were saved were cut adrift by him. He was unable to move them, but they tumbled overboard when the steamer careened, and proved useful. The steamer slowly settled down by the stern and starboard side, and the water, advancing gradually, drove the people forward. Finally, men, women and children were walking about on the port bow. The stern was deep in the water, and the bow in the air. The ship gave a great plunge, and hundreds of people were in the water grabbing at broken oars, bits of canvas, etc., and struggling. Surich went over the starboard side and caught a raft, on which and several rockets were sent up. Captain

launched as soon as the steamer struck, several hundred who perished would have been saved. Only one of the port boats, a small one, was launched. That was the boat the second purser escaped in. The not been disturbed for a long time. The fastenings of the life raft were stout ropes which the air drafts would not break when the ship went under. Surich saw one boat heave the Bourgogne with only a few peo-THE DURMAL

ward could be heard the hourse call of the ple in it. Fred Nyffler, a Swede, lost his sweetheart through the boats not being cut away. The girl had on a life belt, but the suction of the sinking ship was too powerful.

> He and the young woman got into a boat with many others, waiting for the sailors to launch it. The boat was finally capsized and the girl was lost. Nyffler climbed upon a life raft which upset and five were drowned, for there were too many crowded on it. The others climbed upon the raft.

Among the survivors are a small party of Assyrians and Armenians. There were seventy-five Assyrians in the party when it left New York. All but eight perished. One of the eight lost his wife and two brothers and other relatives. Another lost two daughters. Only one of thirteen Armenians survives. The Assyrians were bound to their homes near Damascus and every one had from \$100 to \$200 saved. They lost it all, barely escaping in their pants and shirts. On board the steamer Grecian which towed the Cromartyshire with the survivors to Halifax.the Assyrians wept like children and could not be comforted. The surviving Armenian tells a sorrowful tale of the drowning of an Armenian priest and his family who had got into a boat with some thirty other people. When the end came, and the boat was abandoned to its fate by the crew, who made no effort to launch it, the priest stood up and, with uplifted hands, prayed aloud.

Several French priests stood on the deck during the sinking of the steamer without making an effort to save themselves and gave absolution to a large crowd of pas-

engers, The log of the Cromartyshire, signed by Captain Henderson, is as follows:

"On July 4th, at 5 a. m., dense fog; posiion of ship sixty miles south of Sable island, ship by wind on the port tack heading about W. N. W., though under reduced canvas going about four or five knots per hour. Our fog horn was kept going regularly every minute.

"At that time I heard a steamer's whistle on our weather side or port beam, which seemed to be nearing very fast.

"We blew horn and were answered by steamer's whistle, when all of a sudden she loomed through the fog on our port bow and crashed into us, going at a terrific speed. Our foretop mast and main topgallant mast came down, bringing with it yards and everything attached,

"Immediately ordered the boats out and went to examine the damage. I found that our boats were completely cut off and the plates twisted.

"Other ships disappeared through the "However, our ship was floating on her ollision bulkhead, so there seemed no immediate danger of her sinking. We set to work immediately to clear the wreckage and also ship our starboard anchor which was hanging over the starboard bow and in danger of punching holes in the bow.

"We heard a steamer blowing her whistle on coming back and we answered with our fog horn. The steamer then threw up a rocket and fired a shot. We also threw up some rockets and fired several shots, but we neither saw nor heard anything more of the steamer.

"Shortly after, or about 5:30, the for lifted somewhat and we saw two boats pulling toward us with the French flag flying. We signaled them to come alongside and found that the steamer was the La Bourgogne from New York for Havre and that she had gone down.

"We laid to all day and received on board about 200 survivors from amongst the passengers and crew, reported to be in all about 600. Several of the passengers were volunteers from among my crew and the surviving French seamen to bring these rafts alongside the ship.

"Some of the passengers and seamer from the sunken steamer assisted us and we jettisoned some thirty-six tons of cargo from our forehold in order to lighten the ship

"At about 3 p. m. another steamer hove in sight, bound westward. We put up our signals 'N. C.' (Want assistance). Shortly afterward the steamer bore down toward

"She proved to be the Grecian, bound from Glasgow to New York. The captain agreed to take the passengers on board, and also agreed to tow my ship to Halifax.

"Owing to the condition of my ship I accepted the offer and proceeded at once to transship the passengers and get ready our towline. At 6 p. m. we had made a connection and proceeded in tow of the Grecian toward Halifax, having put a sail over the broken bow to take part of the strain of the collision bulkhead. There was at that time fourteen feet of water in the fore-

Mrs. Henderson, wife of the captain, was on board the Cromartyshire with her two children. She tells a thrilling story of the terrible experience. The weather was fog- on it. The raft, however, was tied and gy and she had risen from her bunk at an chained fast to the deck, and no sailors early hour, as was her custom when the weather was bad.

Shortly before the vessels came togeth she detected a steamer's whistle blowing upon the port side. The Cromartyshire was sounding her fog horn at intervals of one minute. Mrs. Henderson called the attention of her husband to the soundings of the whistle and a minute later the mate, who was on watch, also detected the sound. It came nearer and nearer and Mrs. Henderson stood near the cabin in order to rescue her children should a disaster occur.

Suddenly the hull of an ocean steamer comed up in the mist, going about seven teen knots an hour. Almost immediately there was a fearful crash and Mrs. Henderson rushed below and found her children awakened by the shock. She dressed the little ones as quickly as possible and took them to the deck, expecting to see her own ship going down any minute.

Captain Henderson, as soon as the col lision occurred, ordered the bonts to be lowered and the damage to be ascertained As it was found that the Cromartyshire was in no immediate danger, the Britishe put about. The vessel with which they had collided was at that time unknown.

A few minutes later her whistle was heard Henderson replied in like manner, think-He thinks that, had the bouts been ing the steamer was offering assistance but in a few minutes all was quiet, and those on board began to realize the awful results of the collision.

At 5:30 the fog lifted and two boats were seen approaching with only men on board. lashings of the boat looked like they had Later the weather cleared still more and men were to be seen in every direction, clinging to wreckage and floating on life

rafts. The work of rescue was commenced with-

persons were picked up and taken on board

Mrs. Henderson, who had ample tunity of interviewing those who were res rued expresses her belief from what she heard that there had been no effort to save the women.

On the morning of the collision Captain Henderson was on the poop with his third mate, A. C. Stewart, Sallor Haley was on the lookout and First Officer Killman was also on the forecastle deck. The Cromartyshire was making about five knots an hour with several sails set and taking in all the time. Not a sound was heard until the lookout. Haley, saw a large steamer half a ship's length ahead on the port bow. In an instant the Cromartyshire's boom struck La Bourgogne's bridge and the sailer crashed into the liner, stoving a big

hole near the engine room. La Bourgogne scraped the whole length of the Cromurtyshire's port side and then she veered off. La Bourgogne blew long, mournful whistles for assistance. Third Mate Stewart of the Cromartyshire says that the Frenchmen evidently thought they were another ship and that they, the Bourgogne, had sunk the colliding vessel.

The boats were sent out and nearly 20 people were saved. At the time of the col lision Mr. Stewart says La Bourgogne mus have been going at the rate of eighteen of nineteen knots an hour, through a dense fog shutting out everything more than twenty yards away.

About three hours after the Cromarty shire picked up the survivors the Allan liner Grecian was sighted and took the Cromartyshire in tow. About 8 o'clock that evening, three miles away. Third Mate Stewart heard guns and saw three rockets go up and a blue light, the signal of distress, burning.

The Grecian signaled to the Cromarty shire that she was going to assist the yessel signaling. Then in a few minutes however, the light disappeared and no more guns or rockets were discharged, the vessel certainly having sunk.

Some of the scenes enacted on board La Bourgogne just after the collision were terrible to witness. Men fought for position in the boats like raving maniacs; wome were forced back from the boats an trampled by men, who made self-preserva tion their first object. On board were large number of the lower class of Italian and other foreigners, who, in their frenzy stopped at nothing that promised safety for themselves.

In a boat was a party of forty wome but so great was the panic that not a hand was raised to assist in its launching. The occupants, so near saved, were drowned like rats when the ship, with an awful hissing sound, went down.

So desperate was the situation that an Italian passenger drew his knife and made direct at one, who like himself was endeavoring to reach the boats. Immediately his action was imitated in every direction. Knives were flourished and used with effect. Women and children were driven back to inevitable death at the point o weapons, the owners of which were experts in their use. According to stories of survivors, women were stabbed like so many sheep.

The scene on the water was even wors Many of the unfortunates who were strug gling in the water attempted to drag them selves into the boats or on rafts. These were pushed back into a watery grave. Here, too, knives were used freely. Not all of the dead met death by drowning. Christopher Brunon saw a sailor belonging to the Bourgogne strike a passenger over the head with a bar and kill him. The body dropped into the water. The passenger grabbed the boat in which the sailor was and attempted to get on board.

The correspondent interviewed nearly all the passengers who could speak English. One passenger said the officers and crew of La Bourgogne neglected the passengers entirely. The second officer was the only man of the crew who did anything to help the terrified and helpless passengers. He cut loose all the boats he could, and, in fact, all the boats that were launched were launched by the brave second officer. He was last seen standing on the deck with his hand on the rigging, going resignedly to certain death.

Christopher Brunon, a passenger, was thrown tnto the water and swam for two hours before he found a boat. He clung to this as his last hope. After some time another man got hold of the same boat and together they managed to right it. Under the seats they found the dead bodies of four men and three women who had evidently been drowned by the capsizing of the boat. Brunon said the crew were cruel in their conduct toward the passengers. He was unable to get into the steamer's boats when he came on deck, being shoved away by the sailors. He saw many of his friends being prevented from getting into the boats by the sailors. He lost every-

thing but what he stood in. Mehelini Secondi, an Italian steerage passenger, is among the saved. When he got on deck he found a raft with five men were near to let it loose. None of the five men had knives. The ship sank rapidly and they were all precipitated into the water. He was in the water twenty minutes and alone, the other five sinking before his eyes. He came across a boat which he tried to get into. He eventually succeeded, but not before a desperate fight with her crew. He was battered with oars and shoved with boat hooks.

He managed to seize an oar, however, and pulled himself to the hoat and climbed

August Pourgi was eager to give your correspondent an account of his experience. He was in the water about half an hour and attempted to get into a boat. He was seized when he managed to get half in. and thrown back into the water. Again he tried to enter the boat, but the savages who manned it were determied to keep him out. He managed at last, to get in and to stay in. Clinging to the life line of a boat not far away, he saw his mother, and, as if his trials were not enough, he was forced to watch a man shove her into the ocean with an oar. She never rose. He said the man was saved, and was almost sure he could recognize him.

Fred Niffler, a Swiss, was the most jo vial and contented of all the unfortunate passengers. He lost all his money and clothes, with the exception of a pair of pants and a shirt, but he laughed and cursed the French sailors with passionate earnestness.

Niffler got into a lifeboat with some others and remained there until he reached the water, when he thought it was time to leave. None of the sailors ever attempted to let the boat loose. He swam for a long time before he was picked up. He saw an Englishman attempt to get into a out a moment's delay and about twenty boat, but the men in the boat, who were

sailors of the Bourgogne, hit him over the head with the butt end of an oar. He fell back and sank.

Charles Liobra, a Frenchman, expresse himself as thoroughly ashamed of his countrymen's conduct. This man is one of the most unfortunate. He had his two motherless boys 5 and 7 years old, with him. He put them in a boat, but was prevented from entering himself. He could not get into any boat and went down with the ship, but he came to the surface and at once looked for the boat with his boys. They were nowhere to be seen and he mourns them as lost. He floated a long time before a boat came along. He tried to get in, but was assulled with oars and boathooks. Mr. Libora showed your correspondent his arms and body. His arms are black and blue and his body is terribly bruised from the blows he received. After this boat went off, he was in the water eight hours.

Pafrick McKeown is an intelligent young Irishman from Wilmington, Del. He is indignant at the brutal crew. He was more fortunate than most of his fellow passengers, and got on a raft when the Bourgogne was sinking.

One of the worst sights he ever saw, he said, was the murder of an American with whom he had become acquainted on board the steamer. This man, whose name he cannot recall, was from Philadelphia, where he has a wife and family. The Philadelphian was trying to get onto a raft

not far distant from the one McKeown was

on. A French sailor grabbed half an oar

and beat him over the forehead. Charles Duttweiler, a German, managed through an interpreter, to tell his story. It is this: He got into a boat which was tled fast to the ship and stayed in it until he saw it was certain death to remain longer. He jumped, but was carried down in the whirlpool made by the sinking steam er. He was in the water half an hour when a boat came within reach, and he attempted to enter it, but the wretches in it shoved him off with boat hooks. His left eye is badly cut by the jabs he received. He saw women shoved away from boats with oars and boat hooks when clinging to the life lines of the rafts and lifeboats. He also

lines and the women sank. Gustav Crimaux, a French passenger corroborated the other passengers in their statements about the crew. They did not attempt to cut any boats loose, except those which they needed themselves. He saw women shoved away from boats with oars and not only being shoved away, but pushed deep into the water.

says the crew assaulted many passengers

also said that he saw five women, who were

evidently exhausted, clinging to the life-

line of a boat. The French sailors cut the

The officers of the Grecian say the passengers and sailors presented a sorry spectacle when they were taken on board from the Cromartyshire. They had not eaten for nearly twenty-four hours. Some are still dazed, and did not know where they were or what they were doing. The third officer of the Cromartyshire said that one halfdrowned wretch whom he pulled over the side some hours after the collision seized his life belt and asked the steward for his knife. He cut a piece off the lifebelt and started to eat it, saying it was all he wanted.

with any implement that came handy, and if no instrument was to be had punched the men and women, helpless in the water. with their fists.

One of the most important witnesses will e John Burgi, who got into a boat with his mother before the ship sank. The sailors in the boat held him and threw his poor old mother into the water. The sailors threw ilm out, beat him with oars and shoved nine hours before he was saved by a boat from the Cromartyshire.

Charles Liebra, who lost his two children, Otto Zaiger, of New York, who was going

"We struck at 5 a. m., and were affoa one hour before the ship sank. We were going at full speed. The crew acted cowardly, and some of the officers seemed to have to their heads. I could only see ore officer where I was on the port side. There was no discipline aboard, and the boats could not be released. The sailors did not try to pull them down, but the passenger did. I tried to get a boat down, and one of the ship's waiters pushed me away and told me to 'go to hell.'

"The captain did not appear to be aware of the danger at the beginning. He blew the whistle just before the accident and he tried another signal, but the water filled the engine room.

"Half an hour later he fired distress signals, but it was too late. Then he put up danger signals. I was told he was in the cabin when the accident happened, but he was on the bridge when the ship went down. I loosened one of the lifeboats, of which three were left on the steamer, but they were soon crowded with women, who behaved very quietly and bravely. Then climbed on the superstructure and went all over the ship in company with two engineers. We found the rafts on the other side, threw them overboard and jumped on

them. "Our raft was damaged by a big hole in it so that we had to abandon it, but were picked up by the boats of the Cromartyshire. We were the first saved and we saw other boats following us far away. The captain of the Cromartyshire called for volunteers, but none of the Frenchmen would volunteer to go out at first and the crew of the sailing ship had to go out. Afterwards the French sailors went out and picked up some of the rafts first. One raft had a cord around it to which five women were holding. The sailors cut the

rope and the women were drowned." The surviving passengers and seamen were embarked to-night for Boston on the steamer Halifax and will arrive there Friday morning at daybreak. Large crowds saw them off and threatening looks were cast upon the seamen on account of the wild stories prevalent of women having been tossed overboard from the boats and men beaten off the life rafts. A rumor was in circulation that some of the crew would be arrested on arrival at Boston The consul reports that one boat left La Bourgogne with only twelve Austrians in it who refused to allow six more in the boat, although it could accommodate fifty easily. These Austrians were a shipwrecked crew bound for home.

Antoine Achard.
Guiseppe Alpi.
Master Giovani Alpi.
Mrs. L. Bromberg.
The Rev. Leon Bauman.
Miss Blms. Miss Binss.
Mr. Gaspard Behr.
Mrs. Bourneville.
Mrs. C. Bourquin.
Mrs. J. N. Bronk. linand Brochard and child. Paul Broyer.
Mrs. Paul Broyer.
Miss Barcello.
Miss Rose Cassara.
Louis Cassara.
Giacomo Cassara. Gustave Cure. Mrs. Gustave Cure. J. M. Chanute. Pierre Collin. Mr. Frank A. Fiston. Mrs. Frank A. Fiston. Miss Marie Fiston. The Rev. Cyprien Floriscone. Giovanni Fellini. Adolph Graf.
A. Grandvilliers. Mr. Gini. Mrs. Josephine German. Albert Gaidot. George Greishaber. Mr. Gabriel.

Edward Halpron. Mrs. A. Hummel and two children. Mrs. James J. Haggerty. Mr. Anton Hednick. R. Hyman and child.
Mrs. R. Hyman and child.
Mrs. Frances Hess.
Mrs. S. Huntaen
Miss Harriage Miss Harriet M. Iover.
Leon Jacquet and child.
Mig C. Janssen.
Aimee Jolocat.
Richard Jacobs.
Mrs. Richard Jacobs and child.
The Rev. A. Kessler.
Dr. S. Koppe.
Mrs. S. Koppe.
Henry Kraemer.
Mrs. J. Kiehl.
Oswold Kirner.
Legondideo de Kerdaniel.
Mrs. Gertrude Knowles.
Mrs. Gertrude Knowles.
Mrs. Gertrude Knowles.
Mrs. Henry M. Kidd.
Dr. L. E. Livingood.
A. D. Lacasse.
L. Labret.
Miss Labret.
Miss Lagas.

A. D. Lacasse.
L. Labret.
Miss Labret.
Miss Logas.
Mrs. Pauline Langley.
Miss A. Langley.
Miss M. Laurent.
Mr. Laurenona.
Miss Letourneau.

Miss Letourneau.
Miss Bertha Mohl.
Rev. Bernardin Merlin.
Miss E. McFarland.

Mrs. James Marshall.

Miss Morin.

Mrs. Osgood and child.

Miss Suzanne Perrier.

Mrs. John Perry, of Kansas City.

Miss Sadie Perry, of Kansas City.

Miss Florence Perry, of Kansas City.

Miss Florence Perry, of Kansas City.

Albert Perry, of Kansas City.

Leon Pontean.

Mrs. Leon Ponteau.

The Very Rev. P. L. Pensier.

Miss Mary Poncy.

Mrs. A. Povolni.

Miss Anna Poncin.

Lorenzo Poleri.

Enrico Poleri.

Master Poleri.

Miss Edith Patton.

Mr. Anthony Pollock.

Mrs. Anthony Pollock.

Miss Plante.

Mrs. Pimson.

E. R. Rundell.

Miss Evelyn Reeves.

Mr. Paul Risal.

Mrs. J. Roussel.

Miss Caroline Ritter.

Jean Roneayol.

Mr. Robeleai.

A. Schultz.

Mrs. A. Schultz and maid.

A. Schultz.

A. Schultz.

Ars. A. Schultz and maid.

S. Carola Schultz.

Miss Mildred Schultz. Miss Therese P. J. Sosa. J. A. Sosa. F. P. Steel.

G. Steel.
C. Tacot.
Mrs. C. Tacot.
John Taltenger.
Mr. L. Terland.
Mrs. Vallado.
Miss Van Cauteren.
E. A. Van Cauteren.
E. A. Van Cauteren.
Mrs. D. Valette.
Mrs. F. Vassal.
Raiph Leon Willia r. E. H. Wurtz and two children.

H. E. Wessig. Mrs. Wright. Mrs. Whitney, child and maid. Professor ... N. Walters. H. J. Wind. H. J. Wind.
Otto Zaiger.
H. G. Wind.
A. La Coste.
Mr. Diaz.
Mr. Beaballa.
Mr. Cariellas.
S. Madrid.
Mr. Grouin.
P. Gonzales.
Mrs. Villaminst.
Mrs. Villaminst.

Two children (names unknown). Mr. C. H. Liebre. Two children. Mr. J. Haggerty. Mrs. Sabordes. Mrs. Sabordes. Child Bordes. Misses Parcelo (three). F. Strauss.

Louis Core. Maurice DeVale, quartermaster.

cent Leperson, sallor.

Victor Gendrot

Teston Lenore.

Rene Danis.
Pierre LeBreton.
Fortune Valerie.
Desire Lemagour.
Pierre Ruffett.

Sylvester Allain.

LIST OF SURVIVORS. Waiters and Employes. Louis Thibot. Charles Sauvage. Alphonse Rivaut. Jean Tourage. Eleanore Devan. Henri Debrava. Pierre Oazhis.

Camille Clar.
Edmond Cassey.
Alexander Bouchard.
Charles Huch.
Eugene Thomas.
Charles La Croix. Fernand Gausey. Henry Le Chevalier. Ernest Anglel. Dufour Jacques. Francois Lucas. Members of the Crew. Edward Laisne, fourth engineer. Emil La Bourch, first electrician. Emil La Bouren, first electrica Andree Depree, electrican. Ernest Scholk, second purser. Jean Patiot, boatswain. Pierre Ballard, second mate. Jean Mavue, second carpenter. Yves Oliver.

LIST OF THE PASSENGERS.

NEW YORK, July 6.-Following is the nost accurate list obtainable of the cabir assengers on La Burgogne: Mrs. M. Arrouet. The Rev. Brother Ambroise,

E. A. Angel. Antone Achard. Antone Achard, Mrs. Antoine Achard. Guillas LePaso. Joseph Tentitus. Julius Betfor. August Tacheur. Andre Darsbry.

Saved From the Engine Room. Louis Gegan.
Joseph Andren.
Jean I. Jean.
Joseph Holier.
Louis Proudham.
Louis I. Heroder.
Henry Martin.
Yves Prote.
Yves Salus.
Jean Refloch.
Louis I. Juhlen.
Pierre Jahnnot.
Yves L. Gall.
Jean Masic.
L. Petit.
Joseph Allain.
Yves Rallec.
Charles Fortin.
Louis Cento.
Jean Leporre.
Yves Bequel.
Joseph Hovat.
Joseph Holleguis.
Pierre Coquart.
James Crowley.
Francis Hamel.
Joseph Eseats.
Yves Mainguy.
Jean Calvary.
Francis L. Gall.
Vincent Rallec.
Guenot Kerandror.
Ye yan Bomohye.
Neglis Yeopolo.
Jacob Maikevich.
Hippolyte Bingua.
Jean Marec.
Alars L. Mescany.
Angele Dantec.
Alexis Lechero.
Joseph Pieronouc.
Allain Peronec.

Allain Peronec. Yves Easel. Marlo Mainguay. Jules Baille. Jean Blouin. Pierre Legardien, Jean Malgom. Francis Gaulet. Yves Larcher. Pierre Veisin.

Passengers-Second Class. Mr. Albert Caidot. Mme, A. D. La Casse. Antonio Achard. Oswald Kirner. Charles Liebre.
Jacques Baccarat.
Otto Zeiger.
Lucien Verland.
Patrick McKeown.

Bre Germaine. Nicholas Commotu, Antonio Stiffane, Susi Cómbattic, Antoine Bonick, Louis Yvan, Antoine Yopoulo, Neglis Matkovich, Jacob Stok, Joseph Richmany, Joseph Borratio, Eugene Borrall, Eugene Pinccitti, Christopher Brunin, Antoine Kucko, Ernest Delmotte, Joseph Rollier, Touni Graff, Thomas Manatestini, Isaac Sarguis, Edouard Georges, August Boss, Berguin Hyffeler, Cerri Freed, Henri Adriano, Clement Berthonel, Frantz Satoris, August Casparino, Charles Antonio, Carlos Kessel, Matheo Jurish, John Nicholas, Gustino Riangueo, Dominio Pampani, Pellegrino Elkoow, alies Kollol, Adolph Ebraham, John Michel, Rachald Michael, Baino Milen, Demos Pougadi, Arna Grimauld, Gustave Lucia, Elonnet Hectomivich, John Kourio.

According to the foregoing list, there were Nicholas Commotu, Antonio Stiffane According to the foregoing list, there were 165 persons saved, of whom 106 were officers, sailors, firemen, waiters and other

WHO THE VICTIMS WERE. Came From Every Part of the Country, From Boston to San

Francisco. NEW YORK, July 6.-When the the sinking of the French liner La. Bour-gogne reached this city to-day, hundreds of anxious persons crowded the offices of the company to inquire of the fate of friends or relatives who had taken passage

M. Paul Faguet, assistant general agent. had passenger lists distributed to all inquirers, who eagerly scanned the slips. General Freight Agent Caluchios and M. Faguet, after a brief conference, stated that since they had positively no official information regarding the loss of the ship they would be compelled to treat the mattheless they issued orders to all clerks to cease work and immediately prepare lists of names, with such addresses as they friends in case the report should be veri-

To complicate matters only a few of the passengers of La Bourgogne had given ad-M. Faguet gave out a revised list of the

A roster of the ship's crew could not be given with any degree of accuracy, as it was stated that the names of the men are kept at the bureau Des Marines at Havre The first official information of the wreck ing of the steamship was received late in a cablegram announcing the destruction of the Bourgogne with all her saloon pas-sengers and all of the officers except two r three. Shortly after this he received a list of the survivors, but would not make t public until he had verified It and taken especial care not to create false hopes

M. Faguet says there were eighty-three first class passengers; 123 second class, and 297 third class passengers aboard. Later in the day details of the rescue began to reach the officials. They stated that the saved had been taken away in three boats and on three rafts. The meager information tion received by the officials indicated that only one woman, Mrs. A. D. Lacasse, of Plainfield, N. J., had been rescued. About per cent of the crew had been taken off crew numbered 222 men. The officials say is explained by the fact that they were on deck, while the passengers were below. The officers saved from the Bourgogne

Engineer Edouarde Luisne, Engineer Emile Lebouch. Electrician Andre Depres.

Purser Ernest Tools. The officials were of the impression that the Bourgogne carried thirty officers in all,

out of this they were not positive. M. Faguet said the Bourgogne was valned at \$1,750,000, and was of 7,650 tons displacement. She carried, with other cargo 2.250 tons of hardware and agricultural nachinery. No definite information could be given about the insurance on the cargo It was learned at the Hotel Martin that the following persons sailed on La Bour-gogne, after having stopped at that hotel; B. J. Gautier, Gaiveston. I. Stras, wife, son and daughters, Brus-

France.
Mrs. M. Zabella, Mexico.
Mr. and Mrs. Groin, Mexico.
Scampo, Mexico.
The Mrs. J. E. Dillon and Mrs. Dillonwho were on board the Bourgogies. The Mrs. J. E. Dillon and Mrs. Dillon-Oliver, who were on board the Bourgogne, were the wife and daughter, respectively, of Judge J. E. Dillon, counsel for the West Shore railway, the Manhattan elevated railway and the Gould railway system. Walter V. Clark and wife, of Hacken-sack, N. J., were among the passengers. They were married last week, Mr. Clark was prominent in the New Jersey militie.

sack, N. J., were among the passengers. They were married last week, Mr. Clark was prominent in the New Jersey militia. Mrs. H. H. Knowles and Miss Gertrude Knowles aire, respectively, the wife and daughter of H. H. Knowles, inspector of agencies in the Equitable Life Assurance Company, in Chicago.

H. M. Kidd is thought to be a graduate of Yale, 1852, living in Albany. A. Schultz, Mrs. Schultz, their two daughters, Carola and Eddred, and a maid were on board. Mr. Schultz was an importer of laces.

Professor and Mrs. Simon Koppe were on La Boursogne on their wedding trip. Professor Koppe is of the faculty of the University of Pennsylvania. They were married last week in this city.

Ferdinand Brochard kept a delicatessen stose in West Twenty-eighth street. His brothers are attached to the Vatican. Mr. Alpi left a wife and seven daughters at home. His father-in-law, Glovanni Fellini, was also on La Bourgogne.

Pierre Collin and A. Grandvillers were confectioners in the employ of Maillard. Mme. Elise Roussell's husband is connected with the French newspaper Courier des Etats Unis.

C. Tacet was the proprietor of a delicatessen store in Eighth avenue.

Pedro J. Sosa and his 12-year-old son were among the cabin passengers. Senor Sosa was a civil engineer of Panama and

was a civil engineer of Panama and

was bound for Paris to act as a member of a commission appointed to decide upon means for completing the Panama canal. He was a graduate of the Renssalaer Polytechnic institute at Troy, N. Y. Mrs. J. R. Coleman, another passenger, is known to the public as Berenice Wheeler, the actress. She was married less than a year ago, her husband being a resident of Lebanon. She was 25 years of age, and formerly resided in Kansas City. Yousouf, "the terrible Turk," was a second cabin passenger. His name does not appear in the list. It is said that the wrestler was going back to Turkey to resume his place in the sultan's household. CHICAGO, July &-Among the passengers on the Bourgogne were Mr. E. R. Rundel and wife. Mr. Rundel was vice president of the Chicago Economist. in the party with Mr. and Mrs. Rundel were Mrs. Edwin E. Osgood and son, aged il years, Mrs. Osgood was the wife of Mr. E. S. Osgood, of the firm of Osgood & Co., engravers in the Woman's Temple. Accompanying this party were also Miss Harriet M. Tower, assistant principal of the Garfield school; also Miss Floy Reeves and Miss Hess. of the Lewis institute. Mrs. Rundell, Miss Reeves, Miss Tower and Miss Hess went as delegates to the World's Sunday school convention, now in session in London. in session in London.

The last person to engage passage on the steamer in Chicago was C. D. Angelica, a clothing dealer, at 114 North Ninth street.

St. Louis.

Mr. Angelica came to Chicago last week in ill-health and to consult with his brother about a trip to Europe. Thursday evening passage was secured for him in the second class, but too late for his name to appear in the list of second class passengers. His brother says Mr. Angelica reached New York in time to catch the steamer before she sailed. she sailed.

E. H. Wuertz a scuiptor, was also among the cabin passengers. Mr. Wuertz received a medal at the world's fair for his work. He has been connected with the Chicago Art institute here for several years. Recently he has been in Omaha where some

of his work is on exhibition at the trans-Mississippi exposition.

Mrs. James Marshall is the wife of James Marshall, of the Chicago Title and Trust Company. She was going to Parls. Mrs. E. C. Cook, who accompanied Mrs. Mar-shall, is the wife of E. C. Cook, of the City Lumber Company. The following is the list of cabin passen-

gers from Chicago: Mr. E. R. Rundell and wife,
Mrs. Edwin S. Osgood,
Master Ed. Osgood,
Mrs. James Marshall,
Mrs. E. C. Cook,
Miss Frances Hess,
Mrs. H. H. Knowles,
Miss Gertrude Knowles, Master Ed. Osgood.
Mrs. James Marshall.
Mrs. E. C. Cook.
Miss Frances Hess.
Mrs. H. H. Knowles.
Miss Gertrude Knowles.
Miss Harlet M. Tower.
Miss Floy Reeves.
Mr. D. A. Weich. Miss Floy Reeves. Mr. P. A. Wright.

Mr. P. A. Wright.
ST. LOUIS, MO., July & Inquiry at the local office of the French trans-Atlantic steamship company revealed the fact that only a few passengers on the ill-fated La Bourgogne had shipped from here. The names of the only two are Anton Donelli and C. D. Angelca. It is probable that others from this city are on board, having shipped from the New York office. CLEVELAND. O., July & Mr. Henry Lewis, the local agent of the French line of steamers, said to-day that few Americans who travel abroad go by the French lines, excepting when the American, English and German steamers are overcrowded and German steamers are overcrowded and comfortable quarters cannot be secured up-

comfortable quarters cannot be secured upon them.

Mr. Lewis stated that he booked a professor of the University of Michigan who is well known in Cleveland, to go on La Champagne to have sailed June 25, but later postponed the trip and asked to be transferred to La Bourgogne, but whether the gentleman sailed last Saturday or not. Mr. Lewis was unable to find out. A reference to the list of cabin passengers shows the name of Mr. Walters, of the Michigan university.

E. A. Angell, of the local law firm of Webster, Angell & Co., was a passenger on the La Bourgogne. He was on his way to Switzerland to join his wife and two children.

to Switzeriand to join his wife and two-children.

DeScott Evans, the former Cleveland artist, was also on the ill fated ship. With him were his three daughters.

WASHINGTON, July & Mr. and Mrs. Anthony Pollock, of this city, were on the La Bourgogne. Mr. Pollock is the senior member of the law firm of Pollock & Mauro, and is a man of large means. They had planned to remain abroad three

had planned to remain abroad three months.

The agents of the steamship company here have on their lists also the names of Miss E. D. Vallette and Mrs. C. Bourquin. The name of neither appears in the city directory.

ROCHESTER, N. Y., July 8.—H. S. Crumley, whose name is in the passenger list of La Bourgogne, was a resident of this city. His parents live in Kingston, Ont.

Ont.

HALIFAX. N. S., July 6.—Mrs. LaCasse, wife of A. D. LaCasse, language teacher of Plainfield, N. J., was the only woman saved from La Bourgogne.

CINCINNATI. O., July 6.—Dr. L. E. Livingood, on La Bourgogne, is from Reading, Pa. He has a brother here.

TOPEKA, July 6.—(Special.) Hiram P. Dillon, of this city, lost his mother and sister in the La Bourgogne disaster. They sister in the La Bourgogne disaster. They were on their way from their home in New York to Europe to spend the summer. SAN FRANCISCO, July 6.—On inquiry at the office of the local agents for the French line it was learned that there were eight Californians on the ill-fated La Bourgogne. They were: Mary Martin, A. Reggiardi, P. Pampanin, Louis Handu, Mary Raboli, C. Alberts, G. Carneto, B. Bartrami, Mary Martin was a Swiss woman. A. Reggiardi was a gardener from Santa Cruz.

P. Pampanin was a fruit dealer on Du-pon street. In 1895 he started for Italy but became insane in New York and was sent back to Ban Francisco by friends. back to San Francisco by friends.
Louis Handu was a young Frenchman who had been employed for several years by Lux & Miller, near Gilroy.

Nothing is known of Mary Raboil, except that she was a native of Italy.

C. Alberti and G. Carneto were Swiss, but nothing could be ascertained concerning their local connections.

B. Bartrami was from Los Angeles.

All of them engaged passage in the steerage except Mary Raboil, who traveled in the second cabin.

ST. PAUL, MINN., July 6.—Among the

the second cabin.

ST. PAUL, MINN., July 6.—Among the passengers on La Bourgogne, lost off Cape Sable, were Mrs. Heloise La Gas. a widow of this city, and her daughter, Mrs. J. M. Bronk. Bronk.
PITTSBURG, PA., July 6-Two of La

Bourgogne's passengers were Bertha and Maria Flueckiger, of Allegheny City (sec-Maria Flueckiger, of Allegheny City (second class passengers).

BOSTON, MASS. July 6.—At least five passengers on the La Bourgogne engaged passage at the office of the French line steamer here. They were Lon Bartesu. a music teacher, with a studio in this city, and living with his wife, also a passenger, at Jemaica Pialns. Albert Weiss, a member of the Boston Symphony orchestra; Miss Minnie Connors (foreign buyer for a dry goods house here) and Madame Kert Arrouet, a French dressmaker residing in Brookline.

goods house here) and Madame Kert Arrouet. a French dressmaker residing in Brookline.

NEW ORLEANS, LA., July 5.—The only New Orleans people known so far to have been aboard La Bourgogne are Mrs. Jules Aldige, Sr., her daughter, Mrs. Dr. Robert Bordes, and the latter's little girl. Mrs. Aldige and her daughter are well known in New Orleans society.

ANN ARBOR, MICH., July 6.—It has been definitely ascertained that Professor E. L. Walter sailed on La Bourgogne. Professor Walter occupied the chair of Romanic languages and literature in the University of Michigan.

GRAND RAPIDS, MICH., July 6.—Miss Fannie L. Hese, a prominent young woman of this city, was a passenger on La Bourgogne. She was listed from Chicago, as she traveled with other pupils from a Chicago institutute.

MONTREAL, July 6.—Senor Du Bosc, formerly of the Spanish legation at Washington, laughed when he was told that his name was on the list of passengers of the ill-fated La Bourgogne.

"You can imagine that I have no desire to sail by the way of New York." he said. It has since been learned that the man referred to was Eugene DuBost, a wholesaie milliner of this city.

Three young ladies, the Misses Rene

Three young Indies, the Misses Rene and Laure Barsalou and Anide Le Toureau, who were drowned, left Montreal to join the convent of the Female Franciscans in France.

DENVER, COL., July 8.—Mrs. Mary Pi-ot, wife of a ranchman of Elizabeth, Col. DENVER COL, July 8.—Mrs. Mary Picot, wife of a ranchman of Elizabeth, Col.
bought a ticket in this city last week for
passage on the La Bourgogne. She said
she intended to spend the summer in
France. So far as known there was nobody else from Colorado on the steamer.
SACRAMENTO, CAL., July 6.—Among
those who were drowned on the French
trans-Atlantic liner La Bourgogne to-day,
was Brother Ambrosse, principal of the Sacramento institute, conducted by the Christian Brothers in this city.

NOT HER FIRST MISHAP.

a Burgogne Almost Met Her Fate in a Collision Off the Scilly Islands in 1800.

NEW YORK, July 6 .- La Bourgogne had had many mishaps since she was built at Toulon, France, in 1886. In 1890, La Bourroone almost met the same fate that everook her last Monday morning. The French liner had left Havre on January 4 and at nidnight was off the Seilly islands. It was then blowing a hurricane, when suddenly the British steamer Torridon, bound for Glasgow, headed directly across her bow-